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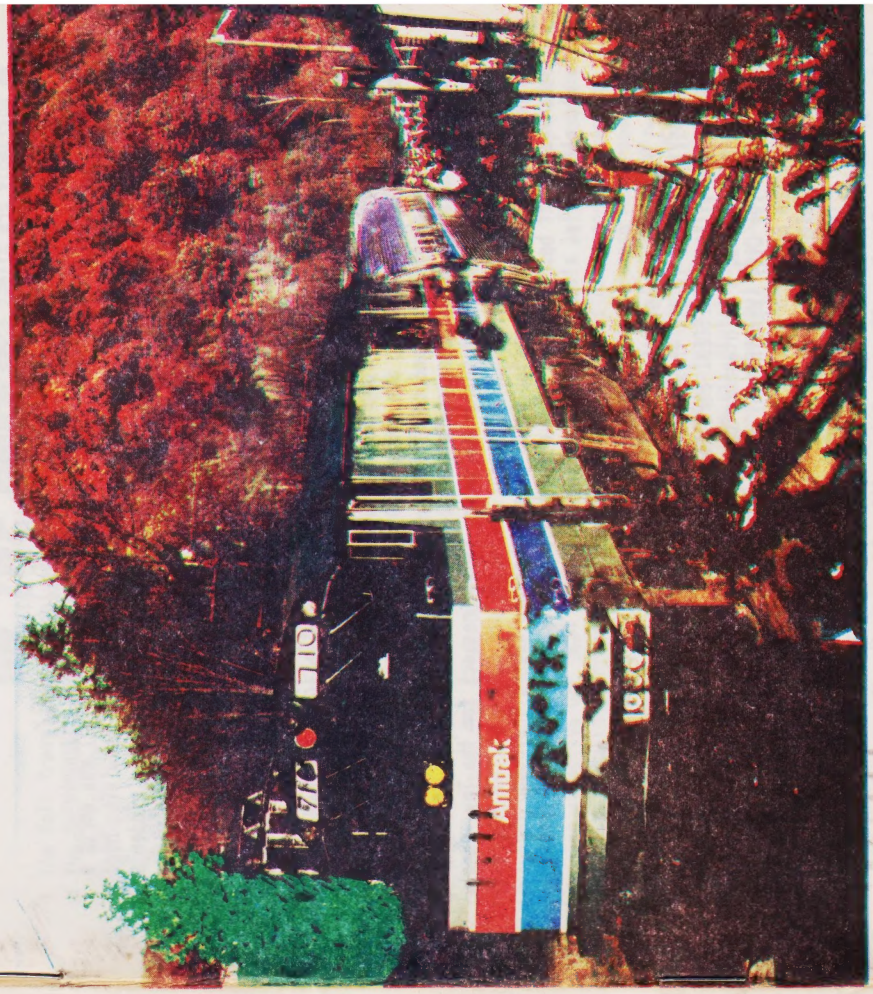
NO. 13 - 1978

ISSUE NO. 179

#179

(R) 11-7-78

RAIL TRAVEL NEWS



AUTUMN ON THE RAILS

FROM: P. O. Box 9007
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First Class

OAKLAND NOV 4 PM 1978 CALIF.

To:

The Roar of the Four

SAN FRANCISCO! . . . its famed Market Street reverberating 24 hours a day to the rumble of streetcars—too many to count in the great days of traction. And, along that great four-track main stem rolled the White Front Cars of the Market Street Railway.

NOW, INTERURBANS proudly announces the triumphant return of Charles Smallwood's "The White Front Cars of San Francisco" in a new and completely revised edition. The whole story is here, told by the man who knows. Two-man cars, Eclipse fenders, leather seats, hissing trolley wheels and White Fronts, all within the pages of a huge, 476-page book completely typeset and in an attractive new format. In hard cover, of course, with four-color jacket.

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FIRST CLASS

LETTERS

There's no reason that occurs to me why we shouldn't have as efficient a railroad system as they have in France, Germany and Japan.

We've all ridden on foreign trains--100 miles an hour with food that can be eaten and relished.

For some reason, we make airplanes that the world uses and have the greatest airline fleet in the world, but we've forgotten our surface transportation.

I think our present depleted system of surface transportation is shocking in amenities, speed, comfort and expediency. Someone is just not doing a job and someone thinks Americans are used to second-hand transportation. We've always been leaders and we still are in the air. It's time that we regain our leadership on the ground where we boast of the fastest and best automobiles in the world. We advisedly are silent about our trains!

Melvin M. Belli
San Francisco, California

James Russell's article "The Hounds at Echo Summit" (RTN #177) was worth a thousand articles about the arguments concerning bus companies receiving hidden subsidies, not building highways, and so on. A person who has never ridden a "silver dog" might be misled by one of James Kerrigan's anti-Amtrak diatribes into believing that the bus is the most comfortable way to travel.

My own experience with Greyhound matches Russell's exactly. The drivers and ticket sellers are as rude and arrogant as any SP conductor. The cramped bus seats make the often-criticized Amfleet coaches seem like parlor cars by comparison. Except for a handful of extra-fare trips, no bus company offers even water, much less food, on regularly-scheduled trips. Nonstop buses between New York and Washington require five hours to make the run; I cannot recall ever going that long without a drink of water. Intercity buses have such a high center of gravity that the bucking and swaying are worse than a railroad coach on decrepit track, even if the highway is in good condition. Attempting to use the toilet while the bus rounds a sharp curve makes one acutely aware of this. Finally, if Greyhound is as "American" as it pretends to be, where is its respect for the law--namely, the 55mph speed limit?

The fact that I am a railfan makes me more hostile toward Greyhound than I otherwise might be. But even if I were not, if Amtrak were to vanish today, I would either fly, stay home, or leave the driving to ME.

Thomas E. Hoffman, Jr.
College Park, Maryland

Carl Fowler's comments on Amtrak's possible takeover of the SOUTHERN CRESCENT (RTN #177) lead me to ask these further questions:

1) Where will the CRESCENT cars be maintained? If Amtrak chooses Sunnyside Yard in New York as a maintenance base, the CRESCENT will be a hot, dark disaster in a week. Ivy City (Washington) and New Orleans are slightly better. Amtrak should beg the Southern to continue their maintenance in Atlanta even if it costs a little bit extra.

2) Will a full lounge car for coach passengers be added? I hope so. Current lounge facilities are inadequate and the lounge menu is too small. A full-service lounge car would also alleviate long waiting lines in the diner.

Rail Travel News, Vol. 8, No. 13, 1978. Whole No. 179.
Copyright © 1978 by Message Media. Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $10.50 per year; single copy 45¢. Overseas and institutional rates on request. STAFF: Editor: James Russell. Editor-at-Large: Paul Rayton. Regional Correspondents: Peter Putnam Bretz, Los Angeles; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston.

3) Will the entire train operate thru to New York? Again, I hope so. A definite service improvement and the shortening of Washington station time.

4) Will the friendly, courteous Southern employees come to work for Amtrak? Let us implore Amtrak to recognize them as an irreplaceable asset to continued good service. Again, Amtrak should go out of its way and open a crewbase at Atlanta and absorb these fine employees.

I am a complete pessimist about Amtrak and I hope they don't fumble the ball on this train. Everyone will be watching. If the CRESCENT ridership increases, an Amfleet PIEDMONT LIMITED could be a worthwhile addition to the Amtrak system.

Amtrak Employee
Name withheld

ON THE COVER

The fall travel season arrives and is appropriately represented by this photo of the SHENANDOAH amidst autumn scenery at Rowlesburg, West Virginia. Jack Ferry made the Kodachrome transparency two years ago, on Oct 29, 1976, at the inaugural run of the train. (Note that one of the engine numbers is hand-numbered.) Read the autumn scenery adventures of Peter Roehm in this issue. The photo also reminds us that the SHENANDOAH is one of the trains proposed for discontinuance by the DOT. In this issue we report on the just-published ICC analysis of the recent public hearings held on the DOT's plan.

PERSONNEL SHAKEUP FINALLY HITS AMTRAK

Important and long-awaited personnel changes at Amtrak headquarters were announced by Amtrak at its Board meeting of Sep 27. Effective Oct 9 Clark Tyler replaced Bruce Pike as VP - Government Affairs. It was rumored that Mr. Tyler would make further changes in that department. Harry Yousoff was appointed as Assistant VP - Operations Support, effective Oct 1, replacing Jim Covell. Mr. Yousoff is in charge of procurement, materials control and real estate. Amtrak reportedly believes that the important job of procurement, if handled well, will impact strongly on its equipment problems. Paul Reistrup's former right-hand man, Gene Bonas, will assist Mr. Yousoff. William Daly was appointed VP - Corporate Planning effective Oct 16. There had been no such position in Amtrak for some time. The planning function of the rail corporation will be expanded under the new VP, and reporting to him will be Systems Support, Performance Measurements, Cost Analysis, Planning and Budget. John Clark was formerly Assistant VP - Planning. Effective Oct 1 Robert Herman became VP - Operations. On Oct 29 75 persons were laid off at Amtrak's Philadelphia headquarters, and Northeast Corridor operations was merged with National Operations. The six divisions in National Operations, which were created July 1, report to Chris Wahmann. The State and Local Affairs department has been moved back under Government Affairs. It is rumored within Amtrak that still more changes are coming, probably in Marketing. The feeling at Amtrak is that the substantial reorganization that has taken place is working well and that President Alan Boyd is performing very effectively.

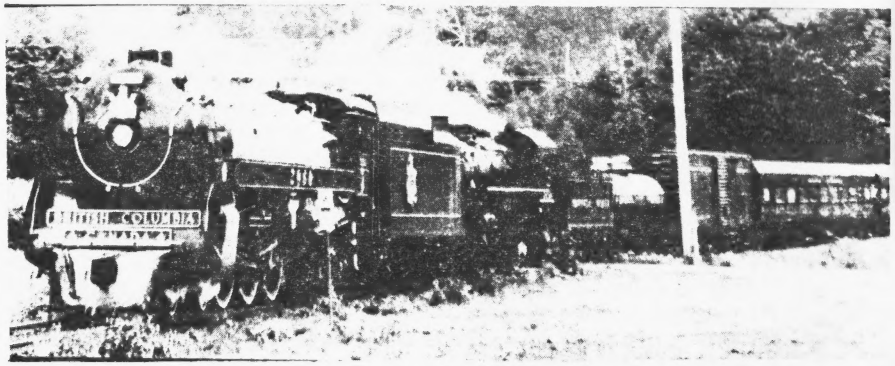
ROCK ISLAND CAN DROP ITS PASSENGER TRAINS

The Interstate Commerce Commission on Oct 20 issued an order allowing the Rock Island to discontinue within 30 days its two remaining passenger trains, the Chicago-Peoria PEORIA ROCKET (trains 11-12) and the Chicago-Rock Island QUAD CITIES ROCKET (trains 5-6). The now bankrupt railroad announced Oct 23 that it will discontinue the trains on Nov 18 or 19. The state of Illinois has

been subsidizing the trains in the amount of about $1 million per year, but the railroad claims continued losses of about $5 million per year. Each round trip of each train reportedly averages 17 passengers daily. The PEORIA ROCKET began operation in 1937, the first of the successful Rocket trains. The state is continuing to negotiate with Amtrak for service to Peoria (see Mixed Train of Thoughts section for more information on this).

RAIL CANADA

ALL INTER-CITY RAIL passenger services in Canada were united under a single management, VIA Rail Canada, on Sep 28 when operating agreements were signed between VIA and CN and CP Rail. Under the terms of the agreements, CN and CP will provide operating crews, maintain VIA's rolling stock and perform all the operating functions required to run the trains. (Commuter trains are not included under the agreement.) VIA will own both the passenger cars and locomotives, will be responsible for providing services to the public on the trains and in the major stations, and will market and manage the passenger services. The signing cleared the way for the transfer of unionized CN and CP Rail passenger employees to VIA. The transfer, affecting 2800 on-train and off-train employees, took place Sep 29. The conditions of the transfer agreement were arrived at last July, following lengthy negotiations between the railways and the unions. Effective Sep 29, VIA acquired the CP Rail passenger fleet and assumed management responsibility for all CP Rail passenger services. VIA undertook the management of CN passenger services and acquired the CN passenger fleet on Apr 1, 1978. VIA called the agreement the "last major step toward the development of an integrated railway passenger service in Canada." A ceremony at Ottawa Station on Sep 29, presided over by VIA head Frank Roberts, was attended by representatives of the Ministry of Transport, unions, Transport 2000 and others. A symbolic curtain between CN and CP agents was drawn and salutations were exchanged between the two.



A late summer doubleheader steam run on the British Columbia Railway, with Royal Hudson and #3716 near Squamish, B.C. Photo by Ken Maylath.

MINISTER OF TRANSPORT Otto Lang at a Sep 28 press conference announced that VIA's plan for transcontinental service, an alternative to the CTC's preferred plan, would become effective Oct 29 for a one-year trial period, until Oct 29, 1979. VIA had earlier proposed a one-year test of daily service over the CN's Capreol-Winnipeg line, in addition to the CP Sudbury-Winnipeg line. The CTC's preferred plan was for more restrictive service, with a tri-weekly train running Capreol-Winnipeg to connect with the transcontinental run. A bus connection

between Sudbury and Capreol would also have been provided. The Minister overruled the CTC in this case and opted for more extensive service, which is already manifest in the fall VIA timetables. It is believed that more public hearings will probably be held next summer on the final disposition of the transcon service.

THE REASONS BEHIND Transport Minister Lang's change of heart on the CTC final plan are believed to lie in a Northern Ontario trip he made recently. Reportedly he returned from a barnstorming trip there rather shaken by the strength of feeling, along the CN line, against the CTC plan. VIA's alternate one-year trial plan was apparently inspired, at least in part, by Mr. Lang himself. Altho the Minister's officials are keeping quiet, they want in a few years to see one (or no) transcontinental train, with LRC intercity trains instead. Hearings were being held in Northern Ontario this month. Informed observers say the CTC plan is incompetent--for example, no sleeper lounge on the CP transcon in winter with removal of the "Park" car--and that the lack of thru service into and out of Northern Ontario is inexplicable. VIA reportedly says privately that the CTC plan is unworkable, technically infeasible. CTC claims it was given a mandate to fulfill, and it may think it has more public support than it does. One Commissioner (Woodard) is totally opposed to the VIA plan, but is resigning this fall. VIA's plan is supported by Transport 2000, the CAC, the CRLA and some M.P.'s. The hearings in October may give the CTC the chance to back out gracefully and work out a compromise.

CANADIAN SCHEDULE CHANGES: Oct 29 timetables show the CANADIAN, VIA train 1, departing Toronto at 4pm, running via Barrie and Orillia, reaching Sudbury at 10:35pm, with final arrival at Vancouver at 11:35am. Eastbound, train 2 leaves Vancouver at 4:05pm and reaches Toronto at 5:15pm. The SUPER CONTINENTAL, train 3, leaves Montreal at 10:30am, reaching North Bay at 7:15pm, where connecting train 121 from Toronto (leaving there 2:35pm) appears at 7:10pm, the transcon train proceeding on to Vancouver with a 3:10pm arrival. Eastbound no. 4 leaves Vancouver at 11:30am, reaching North Bay at 1:25pm 3 days later (where train 122 takes off for Toronto, arriving at 6:20pm), and Montreal at 10:15pm. Nos. 121-122 are the NORTHLANDER, which runs daily Toronto-Timmins.

URBAN-SUBURBAN TRANSIT

VALPARAISO COMMUTER LINE of Conrail's continues running as of this writing. On Oct 10 a U.S. Appeals Court in Chicago halted Conrail's plans to drop the Chicago-Valparaiso runs, allowing until Oct 26 for arguments in the case to be submitted. Indiana officials have failed to come up with new subsidies for the trains.

SOME NEW EQUIPMENT--an EMD-built locomotive, RTA 117, and 3 new Budd RTA double-deck cars--were put in service Oct 2 on trains 16 & 17, the Joliet-Chicago commuter train that ICG runs for the Regional Transportation Authority.

NEW WEST MAGAZINE (Sep 11) ran an article by Eric Mankin entitled "The little train that shouldn't", a critique of the proposed people mover for downtown Los Angeles that would run from Union Station to Convention Center. Mankin said it would do the work of 24 buses and 24 mini-buses and cost about 40 times as much.

TRANSPORTATION SECRETARY ADAMS in a speech at the American Public Transit Ass'n convention in Toronto Sep 27 asked industry leaders to join him in urging Congress to keep federal spending at a level acceptable to President Carter. He said he is trying to combine UMTA and the Federaal Highway Administration into a single Surface Transportation Administration. Rumors that Adams will leave his job continue to appear in the Wall Street Journal.

CITY OF BUFFALO, N.Y. got a $50 million grant from UMTA for construction of its light rail rapid transit system, according to a Sep 15 announcement from DOT.

A CHICAGO MOTORMAN named Derail Easter was at the controls of a CTA train that struck a standing train Sep 1. He was fired Sep 25.

TO THE LEAVES BY RAIL: AUTUMN ON THE GRAND TRUNK

by Peter Roehm

Sunday, October 1 witnessed the 18th running of the Island Pond foliage train, and it, like its predecessors, was sold out at close to 1000 passengers in 17 coaches with two baggage cars mid-train and all hauled by three Canadian family GP-9's.

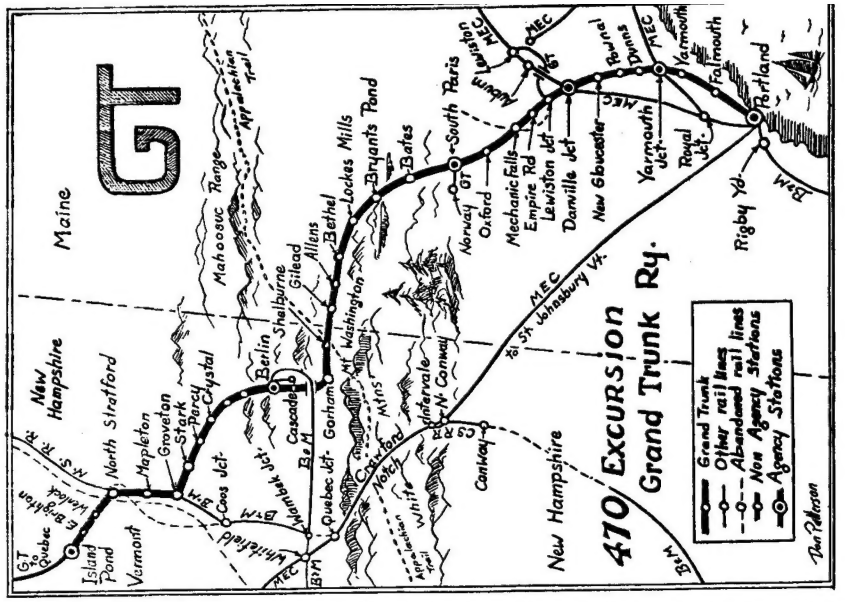
This trip, one of two back-to-back run each October (a shorter version runs the first day to Gorham NH and this year carried 450 passengers in nine cars), is sponsored by the 470 Railroad Club (Railroad Enthusiasts), and is the event in this part of the country. While others are craning their necks from autos and buses the GT riders are relaxing behind large, spotless glass windows, taking it all in with a cup of coffee or a glass of cider plus munchies. There are regulars who make the run annually and always newcomers, many of whom will continue on as regulars, and the odds seem good at this writing that VIA will continue the relationship from CN/470 to VIA/470.

The 300-mile roundtrip operates over the majority of the Grand Trunk mainline which was chartered in 1845 to provide Portland with access to Canada on a year-round basis, and completed in 1853. The line never quite made it up to expectations. Until 1875 it did well, but in 1876 the Intercolonial Railway was completed to Halifax and then the Canadian Pacific came along in the 1880s to Saint John and it was down from there: most Canadian traffic destined overseas now moves CN or CP to Canadian ports. Traffic on the GT is primarily paper, woodenware, canned goods, and overhead traffic off the Maine Central, altho the serious upgrading of the Lamoille Valley Railroad in northern Vermont is a potential concern to this latter traffic source as the MEC gets a longer haul via Saint Johnsbury to the LVRC, thence CV/CN to the west. Passenger service was never that much as even in 1929 there were but two roundtrips between Montreal and Portland and one between Island Pond and Portland. By the mid-sixties it was down to Saturdays only in the summer, and shortly thereafter it went altogether.

The weather was overcast and occasionally damp as the leaf lookers and choo-choo chasers set out thru the rural and colorful landscape toward upcountry Vermont--locally known as the Northern Kingdom. Speeds generally were at 35-40 once away from Danville Junction and South Paris (both intermediate stops for riders). At South Paris sat CV GP-9 #1776, the CV-GT contribution to the Bicentennial locomotive collection, in fading blue paint. This engine had worked local freights and the work train the preceding week. A short one-mile branch leaves the main here for Norway (Maine, that is!).

The first baggage car was an open-door affair for photographers and sound recorders, while the second car contained catered food service and souvenirs. Youngsters regularly walked thru the train, supplying at-your-seat service, and some, like Tim, 13, were excellent salespersons. Each received 10% of the sales, and at least one young man earned $16.50 (sales of $165).

The leaves had turned early this year, so the color was not as brilliant as in past years, but was nonetheless decent even under the overcast. The scenery is everywhere, and the annual stop at Stark, Milepost 116.3 (white church, covered bridge, rocky river postcard view) was the usual bazaar of homemade goodies both edible and sewn. Stark had been visited the day before by the sold-out Saint Lawrence Valley Railway Society excursion from



Montreal and was now besieged by today's anticipated visit, which must be the largest fundraiser of the year for this tiny but typical northern New England village.

On thru Groveton (pop. 1600; B&M), second in size to previously-passed Berlin (pop. 17,000; B&M/Berlin Mills Rwy), the largest community in this northern region, and toward Vermont crossing the upper reaches of the Connecticut River at North Stratford (where the North Stratford Railroad runs 23 miles north on former Maine Central trackage to Beecher Falls VT) and the final leg into Island Pond, once the operating headquarters of the Grand Trunk Railway, now officially the Berlin Subdivision, Champlain Area, St. Lawrence Region of Canadian National Railways. For political reasons it is the Grand Trunk and not the CN. The impressive stone station stands as the most prominent landmark in this town of 1100 and one main street. Not long ago there were yard tracks and shops and engine house facilities but it all went last year and now there is the main line, a 110-car passing track, a turntable lead, four auxiliary tracks, and today GP-9 of the GT, #4442.

A one-hour layover and we are on our way back passing the one northbound, or westbound, freight enroute, which has on its point DWP RS-11 #3600 and three CN M420's #2572, 2569 and 2576, all of which had been in Portland that morning laying over. We were carded for arrival at 7pm but, as is usual on fantrips, we were not on time arriving at 9:30, and the train then had to be split in two for unloading.

The atmosphere on board was excellent. My companion, Bryan, 22, socialized with many of our neighbors in a 16-seat section of VIA 5213 and spent additional time in the vestibule with Gini, a 16-year old blond girl from Falmouth ME. The 470 Railroad Club runs a professional operation and the cooperation with the Grand Trunk via Bob MacDonald, GT Freight Services Representative in Portland, is excellent. Hopefully there will be many years yet of taking the train to see the leaves of an Upcountry Autumn.

(Consist was: GP-9's CV 4926, GT 4559, CV 4924; generator car VIA 15468; coaches CN 5307, 5925, 5289, 5286, 5206, 5402, 5188, 5199; baggage cars CN 9623, 9615; coaches VIA 5419, 5193, 5213, 5417, 5436, 5407, 5225, CN 5423.)

THE ICC EVALUATES THE SUMMER RAIL HEARINGS

The Rail Services Planning Office of the Interstate Commerce Commission issued its report on the hearings it held throughout the U.S. last summer. The hearings were to get public comment on the DOT's plan to cut back the Amtrak system by about a third. The report, titled "Evaluation report of the Secretary of Transportation's preliminary recommendations on Amtrak's route structure", is dated Sep 30 and reached us late in October.

The next step is for the DOT to prepare its final report to Congress, due by the end of this year. Unless one house of Congress votes to change the final recommendations within 90 days, they will become permanent. However, no route alterations can be made before Oct 1, 1979. Within 12 months after that date, Amtrak must implement the final changes that are decided upon.

RTN's reaction to the ICC report was very positive. For once we see a public agency taking a positive stand in favor of rail service. It wasn't simply an act of generosity or "railfanism" on ICC's part--their conclusions were based on clear logic and are a natural reaction to and outgrowth of the public hearings. The ICC report makes the DOT report look silly. It points up the inadequacies of the DOT plan and suggests improvements the DOT could make in its methods of evaluating Amtrak routes.

Perhaps the most significant conclusion of the ICC report is its recommendation that Amtrak funding should be on a performance-incentive basis--apparently a novel solution to the perennial funding hassle to which passenger service is subject.

Here are the principal recommendations of the ICC:

* The Secretary's final route structure recommendations should be based on the social criteria set forth in the Amtrak Improvement Act of 1978 rather than on the criteria used in the development of the preliminary recommendations.

* A permanent funding process for Amtrak should be established, employing performance-incentive features designed to encourage efforts to increase ridership, passenger-miles, and other service-oriented factors.

* State assistance under section 403(b) of the Rail Passenger Service Act for those routes and services which are local in nature should be encouraged as a means of assuring that rail passenger service meets the needs of the public, without burdening the national system with the deficits incurred by local services. DOT should clearly present its recommendations for State-assisted routes in its final recommendations.

* The development of final recommendations for those services with optional routings should rely on the public comments to identify the social and environmental needs of the communities and the individuals that would be affected.

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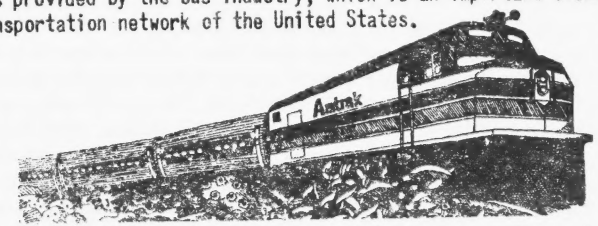

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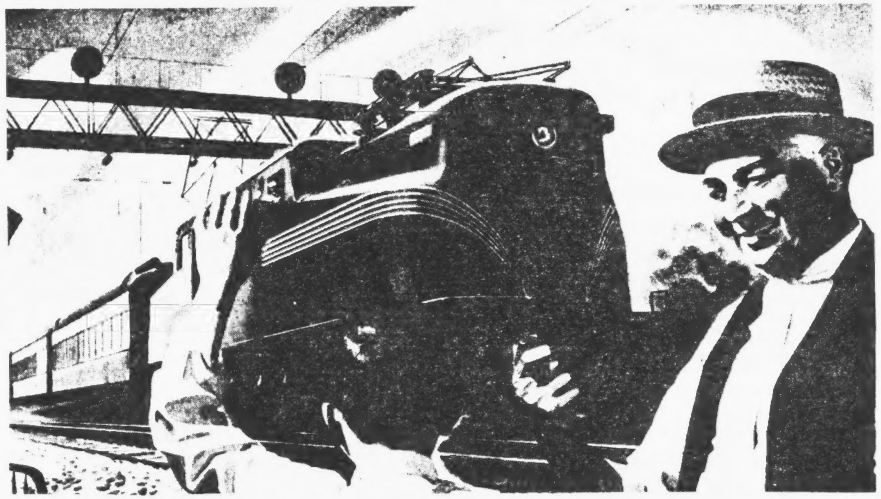
rail passenger than it has been, using the "social and environmental criteria" instead of the purely financial and sometimes inconsistent criteria it used in its preliminary cutback report. This could conceivably lead to retention of all the routes now in the system.

The ICC report puts a lot of emphasis upon energy considerations in making its recommendations. Here's what it says:

"The 1973-74 energy crisis has instilled an awareness in the American public of changes which will be required in both our style of living and our travel habits should predictions of future oil shortages and sharp gasoline price increases materialize. National energy conservation efforts have been underway for several years and, while there is a general awareness of the situation, there is no apparent alarm on the part of the general public.

"It has been established that both Amtrak and bus service are far more energy efficient than the private automobile, but only when efficient load factors are realized. Amtrak's present energy efficiency does not approach its full potential, due mainly to Amtrak's low load factors on many routes. This can be attributed to numerous factors, not the least of which is the fact that the public does not perceive Amtrak as providing the quality service it demands and economical, convenient, more comfortable alternatives, mainly the private automobile, are readily available.



Electric locomotives can be powered with fuels other than petroleum, the ICC noted.

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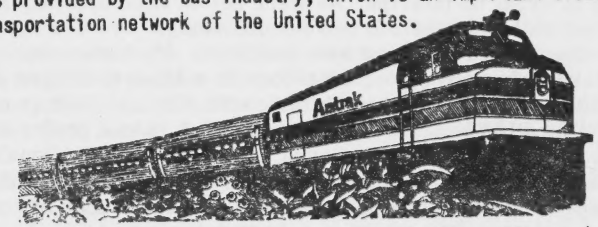

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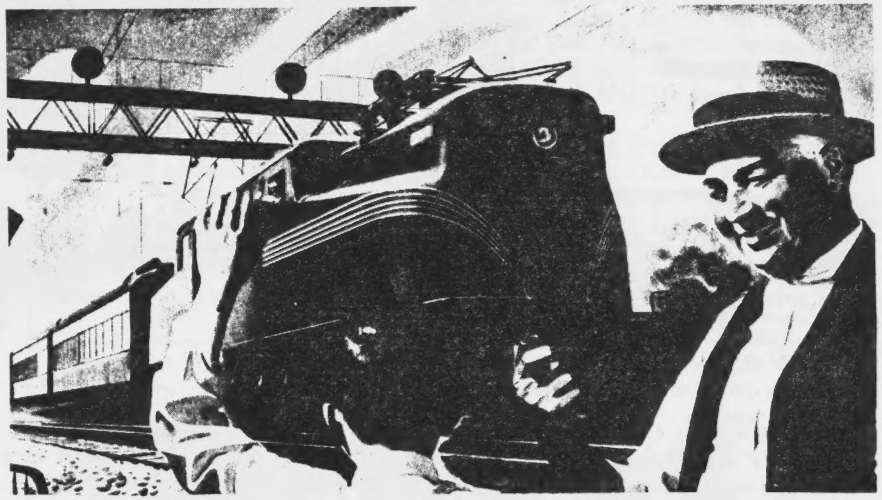

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"While it is impossible to foresee future changes, there is no doubt that the dependence of other modes, particularly the automobile, on petroleum products will continue into the foreseeable future. We therefore believe that Amtrak's experience during the 1973-74 gasoline crisis should be noted as an indication of the shift to rail passenger service which could occur if gasoline supplies are again limited or prices become prohibitive for many."

Finally, it is telling to note that of those who commented on the overall Amtrak system size, scenario E, the most elaborate system, was most frequently supported.

MAKING READY FOR THE "SUPER TRAIN"

In what may prove to be one of the best unintentional promotional gimmicks for passenger trains in the U.S. yet, NBC television is now filming a two-hour pilot program entitled "Super Train". It's about adventures aboard a futuristic train of the 1980's, a highly streamlined, multi-windowed, extra-high and extra-wide train that runs cross-country on a double pair of railroad tracks. The show is a pet project of NBC's new president, and if the pilot is deemed successful, a regular TV series about the train will be produced. The pilot will be shown in February, and 11 more scripts are now being prepared.

For the first time ever, a hi-level car, ex-Santa Fe car Amtrak 9933, ran on the SP's Coast Route, which was recently altered to allow high passenger cars to clear. On the end of the northbound COAST STARLIGHT at Oakland on Oct 24, the car came to the end of its first day of Coastside filming.

On Oct 24, filming of scenery to be used as background projections for the studio sets began from the northbound COAST STARLIGHT, and done by Dan Curtis Productions of Hollywood. On that date the train leaving Los Angeles carried two extra rented cars on its rear to handle the filming crew of 21 people and the camera equipment. Sleeper 2628 housed the crew, and stepdown hi-level coach 9933 was rigged up the previous day with 8 35mm movie cameras and one 70mm. One window was removed on each side of the coach (5th window from rear in photo above) and two cameras on tripods were securely mounted at each. On the lower level, two cameras were mounted at each vestibule (in the center of the hi-level car). The 70mm camera was aimed thru the glass window of the rear door, and on the morning of the 25th it was to be mounted on the front exterior of the lead locomotive for filming in the Cascades of Oregon.

(Right:) Scene identification board indicates scene 3A-3, producer Dan Curns, director Gene Lourie, cameraman Cliff Stine, and date 10/24/78.

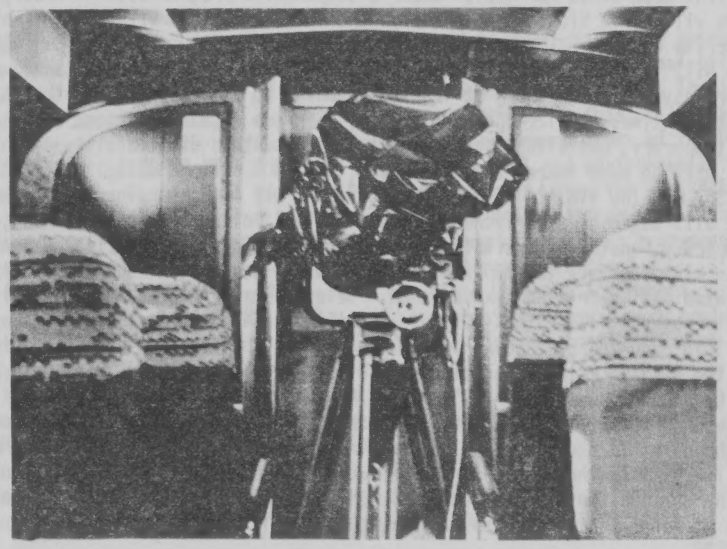
To power all the camera equipment, the producers installed a number of Honda motorcycle engines in the lower level rear restroom, with exhaust pipes running out a lefthand window.

Filming continued along most of the route to Seattle, and with the turn of equipment, the filming cars returned southbound, leaving Seattle Oct 26, with filming continuing back to L.A. Consist of the STARLIGHT seen at Oakland northbound was engines 532 & 539 (SDP's), and cars 1005, 1500, 4488, 4508, 4859, dome coach 9476, 4533, 4526, dome lounge 9350, 8033, 2607 "Pacific Cove", 2605 "Pacific Castle", 2628 "Pacific Rest", and 9933.

An article in Variety Sep 7 explained that the Super Train plots will be comedy mystery stories, "with the emphasis on comedy", according to producer Tony Spinner. There are nine regular characters in the stories. Altho Super Train is not an Amtrak train, Amtrak gets a lot of publicity during station shots made in actual Amtrak stations.

We'll be watching with great interest for this pilot show, and will keep RTN readers up to date as much as possible on the progress of this intriguing venture.

(Below:) The 70mm camera at the rear door of hi-level coach, wrapped for the night in protective plastic bag. Camera was later mounted on front of engine.



Photos from Message Media.

AMTRAK RE-SCHEDULES FOR FALL

With the Oct 29 return to Standard Time in the U.S. and the traditional autumn schedule changeover in transportation, Amtrak issued new schedules for many of its trains.

The Seattle-Chicago trains are being speeded up by about a half-hour, in contrast to earlier reports that their schedules would be slowed by several hours to allow for adverse winter weather. The EMPIRE BUILDER and NORTH COAST HIAWATHA will leave Seattle 3hrs 15mins earlier and run 31 minutes faster on the St. Paul to Chicago segment, due to track improvements on the Milwaukee Road. The Duluth-Chicago NORTH STAR will run 40 minutes faster eastbound in the same segment.

The BUILDER and HIAWATHA will leave Chicago at 11:30am (same as before), with the same early morning Seattle arrival times. But the BUILDER will leave Seattle at 5pm instead of 8:15pm, reaching Chicago at 6:59pm instead of 10:15pm. The HIAWATHA will leave Seattle at 5:20pm instead of 8:35pm, reaching Chicago at 6:59 also. Chicago-Milwaukee schedules will be modified by as much as 35 minutes on trains 333, 334 and 336.

The NATIONAL LIMITED will for the first time get daily service on its previously tri-weekly Washington section. Amtrak said this would eliminate the change of trains in Harrisburg. Amfleet cars will be used for the section, and will run to Philadelphia's 30th St. Station to be joined with the main train. The New York section will no longer stop in North Philadelphia. The NATIONAL will get a new stop at Dennison, Ohio, just south of the Akron-Canton area, at a date to be announced later.

The BROADWAY LIMITED will leave Chicago 30mins later (4pm), and the westbound train will leave NY 2hrs 55mins earlier, at 3pm, reaching Chicago at 9:05am. The Washington section of the train will leave westbound at 2:15pm, with the eastbound run arriving in D.C. at 1:35pm.

The LAKE SHORE LIMITED will leave Chicago 30mins later, at 3:30pm, while the westbound leaves New York 10mins later, at 6:40pm. Amtrak said Chicago connections will be improved, while two new connections from commuter trains in New York will be established at Croton-Harmon and Poughkeepsie.

The biggest change Oct 29 will be the inauguration of service to Niagara Falls, the first such since Apr 1961. Under a cooperative program with NY State, four trains will serve Niagara Falls daily: the NIAGARA RAINBOW will leave NY at 8:40 am, arrive Niagara Falls 6:40pm, and continue to Detroit. The EMPIRE STATE EXPRESS will leave NY at 12:40pm, reaching Niagara Falls at 9:45pm. Eastbound, the latter leaves Niagara Falls at 7:20am, reaching NY at 4:25pm, while the RAINBOW's respective times are 12:45pm and 10:45pm. Service is also restored to Schenectady at a temporary, unstaffed facility at the old downtown station site. Eight daily stops will be made there: the LAKE SHORE, the SALT CITY EXPRESS, the EMPIRE STATE EXPRESS, and the NIAGARA RAINBOW. In Buffalo, all Amtrak trains except the LAKE SHORE will begin serving Exchange Street Station in the business district, using a temporary, unstaffed facility until the old station is rehabilitated. All the trains will continue to stop at Central Terminal as well until a new station is completed next year at Cheektowaga NY. Several Empire Service trains will leave NY City somewhat later than before. The ADIRONDACK will leave NY 25mins earlier, at 9:15am, and the southbound leaves Montreal at 9:15am, 2hrs 20mins earlier. With the NIAGARA RAINBOW rerouted thru Niagara Falls, the Fort Erie, Ont. stop will be discontinued.

The CHAMPION will begin serving Denmark SC on Oct 29. It will stop there southbound at 7:25am, Savannah 9:02am, Orlando 3:02pm, Tampa 5:35pm, St. Petersburg 7:32pm. The northbound train has some minor schedule adjustments south of Washington, and the stop at Denmark is at 7:40pm. The SILVER STAR will begin stops at Henderson NC, 6:05am southbound and 10:15am northbound.

Mixed Train of Thoughts

THE NIAGARA RAINBOW, now extended to Niagara Falls, gets Amfleet equipment for the run. The train went Amfleet in late September, with the cars running only to Albany and a change of trains there for the first day until operation of the power car (a long hangup on the conversion) could be cleared for Grand Central Terminal operation. The train was almost discontinued west of Buffalo on Sep 29 because Michigan did not renew its share of the funding until the last minute..... A BALTIMORE LAWYER is suing Amtrak because twice in recent weeks he ended up on Amfleet cars which substitute for the Metroliner equipment on a regular basis while it is being renovated. He claims inferior service and false advertising. He arrived late, but Amtrak says it was track work and not the equipment substitution which slowed his trip.....

* * *

MORE SCHEDULE CHANGES for Oct 29: The PIONEER will leave Seattle at 7:10am (40mins earlier) and run 40 mins earlier all the way to Ogden. It leaves Salt Lake City 25mins later and runs that way to Seattle. The SAN FRANCISCO ZEPHYR operates 50mins earlier eastbound, leaving Oakland at 12:25pm, Denver 6:20pm, arriving Chicago at 1:25pm. Westbound it leaves Chicago at 6:15pm, 5 mins later, and runs that way to Ogden, but is given 20 more minutes in Ogden, running 25 minutes later from there to Oakland, arriving at 4:30pm. The first morning SAN DIEGAN leaves San Diego 30mins earlier, at 5:15am (train 781).....

JOSEPH V. MACDONALD, the late Amtrak Board member, had his name placed on a sleeping car on his favorite train, the MONTREALER, in an Oct 13 ceremony at St. Albans VT. His wife at the ceremony, pulled paper covers off the name boards, and a second car was named in her honor. Car 2990 is now the "Joseph V. MacDonald" and car 2991 is the "Beatrice V. MacDonald." Both are electrified sleepers used on the MONTREALER, which otherwise carries Amfleet equipment. Gov. Richard Snelling of Vermont and other dignitaries were in attendance for the ceremony in the rain. (See RTN #175 for a special tribute to Mr. MacDonald, who passed away last June 17 after spending many years fighting for better train service.....

* * *

AMTRAK IMPROVEMENT ACT of 1978 contained a very important change for Amtrak: the "for-profit" aim of the rail corporation has been dropped. The final bill was signed by President Carter on Oct 5. The House passed it 267-127. The ICC report on the recent hearings (see pp. 8-9) makes reference to this bill, saying that it is "critical" that the final route structure recommendations of the DOT be based not on the for-profit criterion but on the social and environmental criteria specified by Congress in the bill signed this month. Says the ICC: "The focus of the restructuring effort should be placed on making Amtrak more effective and efficient, instead of trimming what is already a bare-bones transportation network in order to achieve a relatively modest cost reduction".....

THE INTERMODAL COOPERATION effort gets a big boost from the ICC report, in its recommendation that "the DOT should suggest separate measures which could be taken to rejuvenate the bus industry, and to provide for the continuation of the essential services provided by bus carriers".....

THE NORTH CAROLINA Dept. of Transportation is promoting the SILVER STAR's new stop at Henderson by funding a 12-month bus-train advertising and promotion campaign aimed at getting auto travelers out of their cars. The city of Henderson sparked the project by campaigning for an Amtrak station stop and then by putting its own funds and state funds together to help pay for it. The North Carolina program is unusual because of the state insistence that its advertising

to promote both modes of public ground transportation available to Henderson--Greyhound buses as well as the new train service. Extensive promotion will be given in advertising for the 17 daily Greyhound bus departures from Henderson. (Intermodal cooperation seems to work: Amtrak said that in Kalamazoo, Mich., bus ridership went up by 200% recently when the bus and train depots were combined in the same building.) Henderson officials asked Amtrak for the stop in 1977, and a 3-way Amtrak-city-state funding split was agreed upon, to build a 275-foot platform and an enclosed, heated shelter plus signs, lights and a parking lot. Total cost was $28,600. Amtrak will operate the stop for at least 12 months as an unmanned station.....

STATE OF CONNECTICUT and Amtrak have reached agreement on new rail equipment and increased rush hour service on the New Haven-Hartford-Springfield line, according to an Oct 17 announcement. Gov. Ella Grasso and Amtrak President Alan Boyd said that under the agreement the state will buy 12 rail cars similar to the new Budd SPV-2000 at about $10 million, and the equipment will be operated and maintained by Amtrak under a lease arrangement with the state, and the new services will be provided by Amtrak without any operating subsidy from the state. Daily roundtrips on the line will be increased from 7 to 12, in addition to two longer distance trains. Final details of the plan are being worked out. The new cars will expand and replace the current fleet, and should be available 9 months after they are ordered. Amtrak will transfer some of the eight cars now in use to the state for use on the Danbury and Waterbury branch lines of the New Haven-New York route or elsewhere if needed..... CITIZENS FOR RAIL CALIFORNIA held a meeting at San Luis Obispo on Oct 14-15. The group passed a resolution that the Public Utilities Commission's jurisdiction should be widened. The CRC was concerned over a schism within Caltrans, with pro-highway interests too often overriding the director's decisions. UTU representative Don Miller was appointed to head a committee to look into the possibility of moving the rail branch of Caltrans to the PUC. Out of the meeting came news that State Senator Mills (an Amtrak Board member) is introducing a bill that would give tax breaks to railroads for the tracks that they use. CRC's board has been re-structured, with the Northern and Southern regions abolished and 4 or 5 chapters formed instead.....

* * *

OCTOBER 29 TIMETABLES were issued by Amtrak, including a nationwide timetable to replace the July 30 version. The new one is printed in green and brown in an edition of 400,000..... THE AMTRAK BOARD of Directors at its late Sept meeting voted to spend $41.5 million more on the Metroliner upgrading program and to buy seven more electric locomotives for the N.E. Corridor. This puts the orders for new electric locos at a total of 15 of a projected 30-unit order that would cost $77.9 million. The locos are based on specifications developed after the Swedish ASEA loco was tested by Amtrak last year, and they will be built by the EMD division of General Motors at McCook IL under license to ASEA. The first completed loco is expected to be delivered by the end of 1979, and all 15 by Oct 1980. Amtrak said that the older GG-1 engines cannot be converted to run on the newer power frequencies to be used in the upgraded Corridor. The Metroliner upgrading authorization is now at $39.5 million for 34 cars. The work is being done at the GE plant at Erie PA. Besides mechnical and electrical overhauling, the Metroliners will have refurbished interiors with new carpeting and newly-designed seats with tray tables. The first four refurbished cars are expected to be ready for testing in Nov, and should be in service by the end of this year.....

WORST AIR DISASTER in U.S. history happened Sep 25 when a Pacific Southwest Airlines 727-200 jet and a small Cessna aircraft collided over a San Diego residential neighborhood, killing 144 people. The plane was flying the route of the proposed and long-delayed overnight train Sacramento-San Diego. What's the story on the proposed Amtrak train? The matter has finally gone to the National Arbitration Panel, since SP and Amtrak couldn't agree on terms of the service. The

delay on getting it to the Panel was reportedly caused by disagreement between attorneys for Amtrak and Caltrans. Finally they got it together, and now we await the panel's decision.....

SEVERAL STATION DEDICATIONS on the Amtrak system are happening now or very soon. Groundbreaking for the Schenectady station is Oct 28. The Niagara Falls station has a ceremony Oct 29 when service starts to it; the remodelled old Lehigh Valley freight station being used there is almost completed. The remodeled Detroit station will be dedicated soon. The temporary station in St. Louis likewise. In Dallas a complex called the Reunion, next to Union Station, is being dedicated on Oct 27. An Oct 5 advance showing of the shop-restaurant complex, which cost $85 million, was attended by NARP Director Dan Monaghan and others. Amtrak Public Affairs VP Ed Edel himself was present for the dedication. Besides Amtrak at the site, there is SurTran transit, Hopabus and Avis car rentals.....

THE RIO GRANDE is reportedly buying new chinaware for its RIO GRANDE ZEPHYR dining car service.....

THE RAIL STRIKE that began with the Norfolk & Western spread to 43 other railroads on Sep 26, and about half of Amtrak's service was terminated. The Northeast Corridor kept running, as did the Empire Service, The BROADWAY and LAKE SHORE, the MONTREALER and the Chicago-Detroit trains. SP's rail commute service was not picketed and did not stop, as union members said they did not want to give the railroad another excuse for discontinuance of the service. As of Oct 2 the railroads were mostly back to a normal schedule following a 60-day back-to-work court order. For a few days at the start of the strike the COAST STARLIGHT ran Oakland-L.A. only while BN was out but SP still at work.....

THE PEORIA SERVICE that will be knocked out with the coming discontinuance of the PEORIA ROCKET received another blow recently (as reported here earlier) when DOT Secretary Brock Adams said Amtrak did not have enough money for building a connection between the Rock Island and Santa Fe lines to allow a new Amtrak service Chicago-Peoria. As a result, officials have been looking at the an existing connection between the two at Chillicothe. There are some problems with using this, including the need to reverse the train to make the connecting maneuver. Two other lines are being considered, however. One is a route that would use the Toledo, Peoria & Western from Peoria to Eureka, where it connects with the Santa Fe's Streator-Pekin branch. The train would run to Streator, then on the Santa Fe mainline to Chicago. The other alternative is use of the TP&W Peoria-Chenoa and the ICG Chenoa to Chicago via the Chicago-St. Louis line. The TP&W reportedly is willing to let Amtrak use its lines, tho it is not an Amtrak railroad.....

THE PACIFIC INTERNATIONAL was using conventional cars during football season when most of the Amfleet equipment in the Northwest was being used for transporting sports fans to the Kingdome Stadium in Seattle. By late October the train was back to Amfleet. The MOUNT RAINIER on Oct 21 ran 12 Amfleet cars to Portland behind two F40 locomotives. The PACIFIC INTERNATIONAL of the same date had the following consist: engines 226 (F40), 436 (E8A); cars 5665, 5684, dome 9453 "Silver Ranch"(backwards in consist), 4850, 8151 "Hidden Lake", 4816, dome 9466, 7200 "Amtrak", and dome observation 9310 (with new glass).....

SPECIAL CAMPAIGN TRAIN will run Nashville-Memphis Nov 2 on behalf of Republican Senator Howard Baker of Tennessee. It will use L&N tracks Nashville-Jackson, ICG Jackson-Milan, and L&N to Memphis. Equipment will include Clinchfield steam engine, a "B" unit, dorm car, two coaches and an observation car.....

ICG FREIGHT DERAILMENTS: a derailment at Brighton IL on Sep 3 forced Amtrak to terminate train 303 at Carlinville IL and bus passengers to Alton and St. Louis. Equipment was turned and sent to Springfield IL where train 300 originated the next day. A derailment near Canton MS on Sep 8 forced a detour of Amtrak train 59, the southbound PANAMA LIMITED, from Memphis to Jackson MS via Yazoo and Tallahatchie Districts and Gwin MS. A derailment near Freeport IL on Sep 11 froced Amtrak to annul train 371, the BLACK HAWK, at Rockford IL and bus passengers to Dubuque. Train 372 originated at Rockford on Sep 12..... AMTRAK TRAIN 391, the SHAWNEE, reported a fire in locomotive 721 at Ashkum IL on Sep 1. Fire departments extinguished it and the engine was able to make it to Champaign, and passengers were bused beyond to Carbondale. Engine 231 deadheaded from Chicago to Champaign on train 59 and was used on #392 back to Chicago. Engine 721 was sent to New Orleans on train 59 on Sep 2. (#721 is a P30-type GE diesel like the one in our cover photograph)..... AMTRAK TRAIN 371, the BLACK HAWK, on Sep 16 and train 372 on the 17th were annulled after an ICG freight train derailed near Carol Stream IL, a Chicago suburb. The derailment was at a crossing, and several freight cars hit automobiles waiting there, injuring 5 people, none seriously.....

* * *

AUTO-TRAIN CORPORATION on Sep 21 announced that it had recently filed with the ICC to expand its children's discount fare to include children from 2 thru 17. Previously the half-fare schedule was limited to children 2 thru 11.....

THE NATIONAL ASSOCIATION of RR Passengers in a Sep 22 release said that the American Enterprise Institute is risking its own credibility by permitting its staff to write anti-Amtrak articles when AEI's contributing membership includes the two largest intercity bus companies, Greyhound and Trailways. NARP president Orren Beaty was referring particularly to the recent article by James C. Miller in the Wall Street Journal, which was reprinted elsewhere. Beaty said that the article repeated many of the bus company criticisms of Amtrak. He called upon the AEI to "clarify its relationship with the big bus companies" or to "repudiate" its relationship with Miller..... A "GALA CEREMONY" at Grand Central Terminal including a champagne christening of a train on Sep 26 marked the start of what Amtrak called "Twentieth Century Week" to honor one of the world's greatest trains and the hit Broadway musical of that name. The train christened was the LAKE SHORE LIMITED, and bouquets were presented to stars of the show.....

A THREATENING NOTE delayed the northbound departure of the PACIFIC INTERNATIONAL on Sep 20 by an hour. A note left in a BN agent's car demanded that $8500 be left along the train's route or "consequences" would follow. The FBI and railroad security forces took heavy precautions, and a helicopter reportedly followed the train along its route, but nothing happened. At the Canadian border Royal Canadian Mounted Police took over, with helicopters standing by.....

CALIFORNIA STATE DEPARTMENT of Transportation said on Sep 28 that it had filed a formal complaint with the ICC against the Santa Fe because of poor on-time performance of the SAN DIEGANS. Prior to the current 6-train schedule on-time performance had been about 90%, but then it dropped to about 50%. Caltrans said it would seek fines against Santa Fe that might total as much as $1.9 million. Caltrans said it might have to go to court to settle the problem.....

News in this issue is updated thru October 28, 1978.

QUOTES OF THE WEEK***

"In order to provide this public service in a manner which meets the new goals and keeps costs under control, we recommend the establishment of a performance-incentive funding process for Amtrak. We believe the use of a combination of a basic social service payment plus performance incentive revenues would serve to improve the quality of Amtrak's service and control the ever-increasing deficits."

--RSPO Director Alan M. Fitzwater in letter to Secretary Adams accompanying ICC report on recent public hearings on Amtrak.

RAIL FANTRIPS

Dec 8-10: L.A.-Las Vegas special, lv 6:30pm, stops Pasadena, Pomona, San Bdno. Hi-level coaches, lounge, diner, slprs with luxury service; meal $6. $140 & up incl 2 hotel nights. Rio Vista Rwys, Box 19992, Los Angeles CA 90019.

Fall weekend river cruises between San Francisco & Sacramento, incl gala New Year's Eve cruise. Info: Delta Travel Agency, 1240 Merkley Ave, PO Box 813, West Sacramento CA 95691. (916) 371-6711.

Nov 4-5: SR steam loco 4501, New Orleans-Hattiesburg MS & return. Adults $22, under 12 $18.50. Info: Deep South Steam Excursion, PO Box 4355, New Orleans LA 70178. Sponsored by New Orleans chapter NRHS.

One Fantrips listing is free. Send full info to: Rail Travel News, Fantrips Dept., PO Box 9007, Berkeley CA 94709.

CARS & CONSISTS

*NATIONAL LIMITED, train 31, Kansas City Oct 11: engines 449 (E), 264 (F40PHR); cars 1235, 1228, 21807, 21828, 21810, 20203 diner, (deadheads:) 10600 buffer car, 2021 "Silver Slumber", 3338 obs, 2816 "Potomac River", power car 667. Train 30, K.C. Sep 20 & 21: engines 439 (E), 259 (F40PHR); cars 1214, 1260, 20008 deadhead, 21837, 21861, 21865, 20227 diner (annulled due to strike; psgrs bused to St. Louis & east). Train 30, K.C. Oct 2: same except drop car 1214 & add 1228 & 1239 (first #30 out of K.C. since start of strike).

*PALMETTO, train 90, Savannah Sep 28: engine 271 (F40PHR); cars 1372, 21096, 20204, 21825, 21056 (train stranded at Savannah from Sep 26 till end of strike).

*LAKE SHORE LIMITED, train 48, Chicago Sep 22: engines, 3 E units nos. unknown; cars 1532, 2023 "Silver Repose", 2831 "Lebanon Valley", 8332, 3302, 5675, 5655, 5656, 5672, 5677, 2802 "Halifax County", 1217 (last 4 cars to Boston).

*ATLANTIC LIMITED, VIA train 41, lv Saint John, N.B. Oct 15: engine CP 1802 (E); cars CP 2702 bag, slpr "Draper Manor" (running backwards), dome diner-lounge CP 515, coach CP 119.

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STREET-CAR NOSTALGIA: "Trolley Trails Through the West": Vol. 1 - Yakima; Vol. 2 - Seattle; Vol. 3 - Portland; Vol. 4 - Tacoma, Spokane, Bellingham, etc. $3.00 each, postpaid, moneyback guarantee. Wilson Bros. Publications, Dept. RTN, P. O. Box 712, Yakima WA 98907.

CHESSIE STEAM SPECIAL PORTRAIT. America's most famous steam excursion train is now captured in a dynamic portrait by artist Barton Davis. The special majestically steps through Indiana behind 2101 in this superb print of the charcoal rendering commissioned by the Twentieth Century RR Club. Image is 20 x 16 inch on 22 x 26 high quality paper. Exceptionally beautiful print - $5.00 postpaid. Money-back guarantee. Unirail, Dept R, PO Box A3258, Chicago IL 60690.

KEEP INFORMED. You need to read The Fast Mail to get a grasp on all the news that happens in today's railroad scene. We also give you the reasons behind the news so you can make intelligent predictions about tomorrow. Along with this, we have interesting feature articles as well. $5.00/year (12 issues). Unirail, Dept. R, PO Box A3258, Chicago IL 60690.

BUMPER STICKER "Railroaders Have Bigger Pistons" $2.50. Zephyr Pyramid Enterprises, Box 5, El Segundo CA 90245 (Calif. residents add 6% tax).

ROCK ISLAND TABLECLOTH CHRISTMAS BARGAIN. 32x52 tablecloth (woven crest and date): very good $10; good $8.50 and fair $6.25--shipping paid. Indicate if sets of lesser quality may be substituted with appropriate refund. All merchandise acceptable for most uses. Fahrenwald, 3643 N. Greenview, Chicago IL 60613. Three weeks' delivery--items may require pressing.

NEWFOUNDLAND RAILWAY--LIFE OR DEATH? The Sullivan Commission has recommended abandonment for the 3'6"-gauge Newfoundland Railway. Most Newfoundlanders are opposed to this measure, and to catalize this opposition, the Rising Tide Theatre will present a play portraying the railway's vital role. A $2000 deficit is foreseen. You can help. Donations welcome to: RAILWAY SHOW, 153 Hamilton Avenue, St. Johns, Newfoundland, Canada, A1E 1J4.

President signs '78 update of AMTRAK LAW. Loose-leaf copies made up on order, first class mail, just as soon as I can get the corrections made, etc. $10 to Robert J. Swan, Box 1866, Long Beach CA 90801.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads $1.25 per square inch. Rail Travel News, Box 9007, Berkeley CA 94709.

ABOUT RTN'S SCHEDULE:

We regret that due to conditions beyond our control the frequency of publication of RTN has slowed to about once monthly for the past several months. We are endeavoring to return to our regular twice-monthly schedule, and hope to do so before the end of 1978. Thank you for bearing with us.

READY FOR IMMEDIATE MAILING - - VOL. IV - - 1978 - 1979

Railway Passenger Car Annual

At long last we have finished compiling Volume 4 of the RAILWAY PASSENGER CAR ANNUAL. Our printer has been co-operative and we have the book in stock ready for immediate mailing.

As in past issues this valuable compilation contains a listing in numerical order of all Railroad, Operating Authority, and Transit passenger cars in active service during 1978 showing prior owners, names and numbers, builder and year built.

Besides showing disposition of all cars retired in the past couple of years, we have a special feature in this volume showing the complete disposition of over 400 Amtrak cars sold since the energy crises in 1974.

Note: The amount of material to be included in the Private Owner and Museum section has become so great that this will have to be covered in a separate Volume from now on. You will be advised of this volume and the price as soon as we can schedule a publication date. Our goal is to have this out before Christmas 1978.

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